



The Hudson River DREDGING REPORT



www.hudsondredging.com

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PROGRESS MOVES TO SHORELINE

Wharf and Barge Unloading Facility Now Being Developed

Crews are now installing steel pipe piles along the Champlain Canal shoreline to support a new wharf where barges will bring dredged materials for processing. These concrete-filled piles, which are installed by a large drill rig and crane, extend deep into the rock.

The piles will be the foundation for a new 1,450-foot wharf at the site. Here, barges loaded with dredged sediment will dock and be unloaded. The material will then be sent through a trommel and hydrocyclones where coarse materials such as rocks, gravel and sand will be removed. This coarse material will be transported by truck to a staging area, then loaded onto railcars at the rail yard. Finer material will be pumped to the dewatering plant where water will be extracted.

The wharf will include two components: a 28,000-square-yard wharf where up to three barges will be staged and unloaded; and, a 5,000-square-yard work wharf where

Crews are installing steel pipe piles along the bank of the New York State Champlain Canal where a new barge unloading facility and wharf will be constructed. Later this year, workers will widen this part of the Canal by 65 feet to accommodate navigation by non-project boats.

INSTALLING STEEL PIPE PILES



equipment will be maintained and repaired when necessary.

Later this year, workers will widen this part of the Champlain Canal by 65 feet to accommodate navigation by non-project boats while barges are docked at the wharf. The material that is excavated during this work will be used to develop a large soil berm along the southern boundary of the site, further shielding nearby property owners from site activities.

To complete the wharf, layers of stone fill and riprap will be placed along the bank, drainage systems will be constructed, concrete barriers and retaining walls will be installed and concrete decking will be poured. And, as is being done at other areas of the site, a high-density polyethylene flexible membrane liner will be placed at all wharf areas where dredged materials will be handled or staged to protect underlying soils from migration of PCBs.

More information on the project is posted at www.hudsondredging.com

This achievement reflects the extensive planning ... training for all personnel before working on the site, the intense, day-to-day implementation and oversight by our safety personnel, and participation by every member of this team.

— **John G. Haggard**, GE's Hudson River Project Manager

A Project Milestone: **100 Days** of Safe Operation

GE, its construction manager Parsons, and its contractors recently achieved a major accomplishment — more than 100 days, and 100,000 personnel hours, without a medical treatment case or lost-time incident. “At the outset of this project, we committed ourselves and our contractors to making safety the top priority of everyone on staff,” said John G. Haggard, GE’s Hudson River Project Manager. “This achievement reflects the extensive planning that occurred during the design stage of this project, training for all personnel before working on the site, the intense, day-to-day implementation and oversight by our safety personnel, and participation



by every member of this team.”

Cited as contributing significantly to this achievement were the employees of D.A. Collins Construction Company, which was selected by GE to

prepare the site for construction, install utilities and develop a new wharf at the site; and RailWorks Corp., which has been constructing a new rail yard at the site.

Working with GE, Parsons developed a program based on a Zero Incident Philosophy for the site. This program requires considerable planning, attention and effort to be successful. Its focus involves constant attention to safety and prevention of risks, including the designation of a collaborative safety team; pre-work orientation and safety training for everyone working on the site; and regular updates, daily meetings and site reviews to ensure universal participation.

New Project Access Road Opens to Public

Since construction of the processing and transportation facility began in April, crews have been working aggressively to complete a new two-mile access road connecting the site

The road, now completed with the exception of paving, is open for public and project use. The public can access the road anytime Lock 8 is open through a gate located near the intersection of the new road with Newton Lane.

People wishing to walk, fish, or otherwise recreate on the new road are asked to park at a new parking area being developed on the north side of the Lock 8 building. Construction vehicles enter the processing and transportation facility via a driveway to the west of the Lock 8 building.

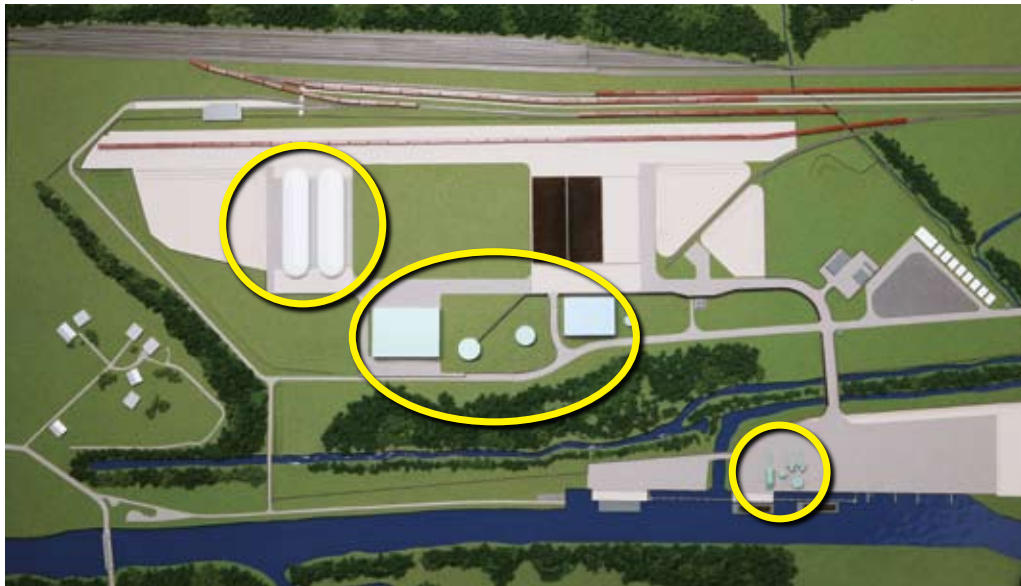
To ensure the public’s safety during construction of a wharf facility at the site, located to the immediate south of the Lock 8 building, an existing access road to Lock 8 from East Street has been closed and will remain so for the duration of the project. In addition, the former entrance to the site from Towpath Road in Fort Edward has been closed and will no longer be used to access the processing facility site, except by emergency vehicles if needed.



GE's crews completed a two-mile road connecting the processing and transportation facility to Route 196 in Kingsbury.

to an existing truck route on Route 196 in the Town of Kingsbury. The road also provides access to Lock 8 of the New York State Champlain Canal.

Design Plan for Processing and Transportation Facility



Construction will soon begin on several facilities at the site, including a coarse material separation facility at the wharf, the filter cake staging area, a dewatering plant and a water treatment plant. GE has selected Severson Environmental Services, a company based in New York, to perform the work.

Building Work to Begin in Coming Weeks

Once earth-moving and grading activities are completed at the center of the processing and transportation site, two buildings will be constructed there: one where water will be extracted from dredged sediments and a water treatment plant.

GE has selected a New York State company, Severson Environmental Services, Inc., of Niagara Falls, to construct these and other facilities at the site. Severson has already begun mobilizing its staff and equipment to the area to perform the work and is lining up several sub-contractors and vendors to assist, many of whom are based locally. Specifically, the following buildings and facilities will be constructed:

— **A Coarse Material Separation Facility at the Wharf:** The primary purpose of this facility is to separate material such as gravel and sand from dredged sediment after it is unloaded from barges. The sediment will be processed through trommel screens and hydrocyclones to sort out the material. This equipment will be placed over crushed stone and a geomembrane liner. The filtered material will be transported by truck to a staging area near the rail yard. The remaining slurry of fine sediments will be pumped via three 12-inch diameter high-density polyethylene pipes to a dewatering area.

— **A Dewatering Area:** The slurry of fine sediments will be mixed with polymer in a gravity thickener located adjacent to a 41,000-square-foot, 40-foot-high metal dewatering building. The material in the

tank will thicken and then will be pumped inside the dewatering building. The material will enter one of 12 filter presses which are being specially manufactured for this project. Additional water will be removed by pressing the material. Then the dewatered sediment, called “filter cake,” will drop from the presses via chutes underneath each press. The material will fall into a roll-off container system and be transported by truck to an enclosed staging area located east of the rail yard.

— **Filter Cake Staging Area:** Two enclosed facilities will be constructed to stage filter cake removed from the filter presses in the dewatering area. These structures will be “stressed membrane” facilities, similar to a tent-like structure enclosing an indoor sports facility. Each enclosure will be approximately 400 feet long, 100 feet wide and 50 feet tall. They will be mounted on a 6-foot-high concrete retaining wall. Doors will be situated on each end in order to move material in from the dewatering area and out to the rail yard.

— **A Water Treatment Plant:** Water collected during the dewatering process, along with rain that falls on material handling areas, will be collected and treated at this facility, which has been designed to handle approximately two million gallons of water a day. The 24,000-square-foot building of pre-engineered metal construction will be erected next to the dewatering area. Treated water will be discharged to the Champlain Canal. Monitoring will verify compliance with requirements established by EPA.

project by the numbers

Concrete retaining wall at
coarse material staging area.



SINCE THE PROJECT BEGAN IN APRIL, CREWS HAVE ACCOMPLISHED THE FOLLOWING:

- > Installed nearly 41,000 square yards of geomembrane liner to protect underlying soils where dredged materials will be staged or handled, from migration of PCBs. This material has been placed along the site's main internal haul road and in stormwater basins. Placement of liner will continue at other areas of the site.
- > Poured 2,175 cubic yards of concrete for bridge abutments, walls of the coarse material staging areas and for electrical ductbanks.
- > Installed 4,000 feet of fencing.
- > Installed more than 11,000 feet of drainage pipe, 12,000 feet of water pipe and 5,700 feet of force mains.
- > Moved more than 140,000 cubic yards of earth to reshape the site.
- > Placed more than 57,000 cubic yards of sub-base stone on the new access road to the site, at the site and in the rail yard.
- > Installed more than 15,000 tons of crushed rock, 10,000 feet of track and 4 railroad turnouts in the rail yard area.

I'd like more information...

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Hudson River Dredging Project

P.O. Box 295

Fort Edward, N.Y. 12828

Yes, I'd like more information.

Name: _____

Address: _____

City, State, ZIP: _____

E-mail: _____

Phone: _____

Please tear off and mail to: GE Hudson Dredging Project, P.O. Box 295, Fort Edward, NY 12828

Please add me to the following:

- Mailing List
- E-mail Notification List

Please contact me about the following:

(phone number or e-mail required)

- Providing information to project employees about my business (coupons, menus, calendars, etc.)
- Working with GE's contractors as a sub-contractor or vendor

Project Contacts:



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Location of Processing Facility

